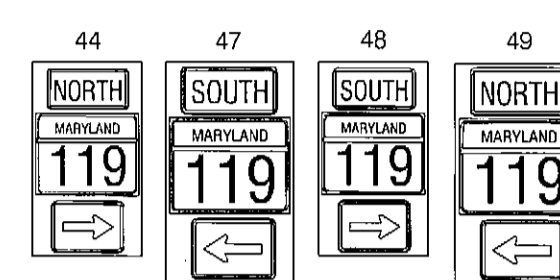
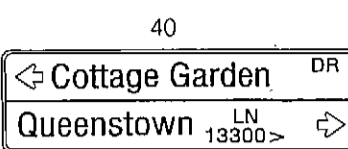
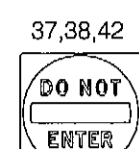
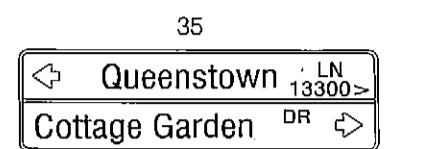
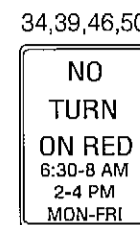
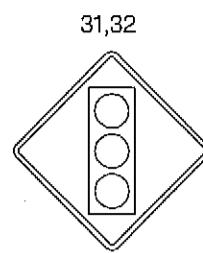
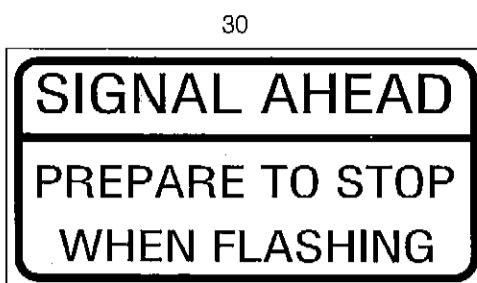
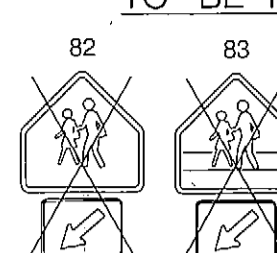


MD 119 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

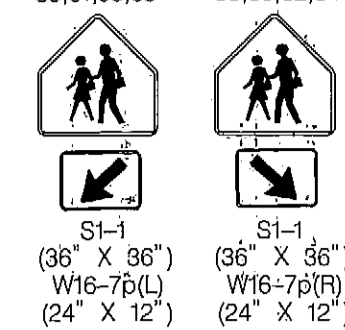
EXISTING SIGNS TO REMAIN



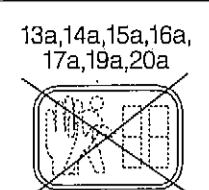
EXISTING SIGNS
TO BE REMOVED



PROPOSED SIGNS



EXISTING
LED SIGNALS
TO BE REMOVED



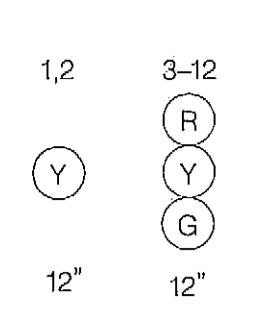
EXISTING
LED SIGNALS
TO REMAIN



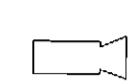
PROPOSED
LED SIGNALS



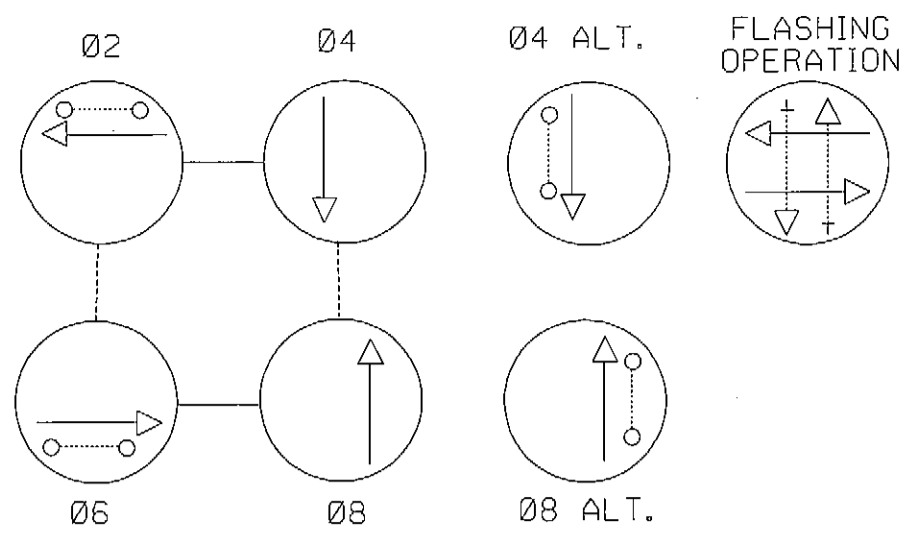
EXISTING SIGNALS
TO REMAIN



EXISTING VIDEO
DETECTION CAMERAS

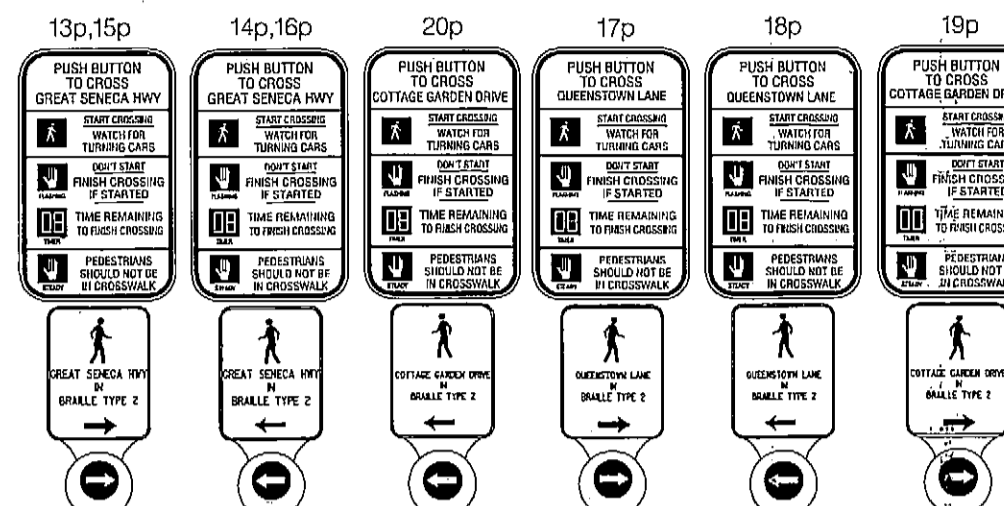


NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED APS SIGNS



PUSHBUTTON SIGN NUMBERS
CORRESPOND TO
ASSOCIATED PEDESTRIAN
SIGNAL HEAD NUMBERS

AUDIBLE/TACTILE
PEDESTRIAN
PUSHBUTTON

CONSTRUCTION DETAILS
MD 119 AT COTTAGE GARDEN DRIVE

- INSTALL 2-WIRE CENTRAL CONTROL UNIT FOR APS/PS IN EXISTING CABINET.
- INSTALL 10 FOOT PEDESTAL POLE WITH BREAKAWAY COUPLINGS PER MD 801.01-01, PEDESTRIAN SIGNAL HEAD, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1-2" SCHEDULE 80 90° PVC BEND.)
- INSTALL 10 FOOT PEDESTAL POLE CUT TO FIVE FEET WITH BREAKAWAY COUPLINGS PER MD 801.01-01, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1-2" SCHEDULE 80 90° PVC BEND.)
- INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE.
- SEE DRAWING SG-2 FOR PEDESTRIAN FACILITIES.
- INSTALL GROUND MOUNTED SIGN ON 4 INCH X 6 INCH WOOD POST.
- INSTALL CROSSWALK USING 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- INSTALL STOP LINE USING 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- REMOVE EXISTING PEDESTAL POLE. ALL ATTACHED EQUIPMENT, SIGNS AND FOUNDATION 12" BELOW GRADE, BACKFILL, CAP AND ABANDON CONDUIT.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD FROM SIGNAL POLE.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEADS PUSHBUTTON AND PEDESTRIAN INSTRUCTIONS SIGN FROM SIGNAL POLE.
- REMOVE EXISTING PEDESTRIAN SIGNAL FOR MD 119 CROSSING ONLY, AND REMOVE EXISTING PUSHBUTTON AND SIGN FROM SIGNAL POLE.
- REMOVE GROUND MOUNTED SIGN AND SUPPORT.
- REMOVE EXISTING PAVEMENT MARKING LINE.
- TWO SECTIONS TO BE REMOVED FROM END OF EXISTING FENCE BY SHA FORCES.
- REMOVE SIGN FROM LIGHT POLE.

GENERAL NOTES

- ALL EXISTING EQUIPMENT NOT DETAILED FOR REMOVAL SHALL REMAIN.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINAL AND PROPERLY LABELING EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING THE PROPOSED SIGNAL EQUIPMENT. IF UTILITY CONFLICTS ARISE, THE CONTRACTOR SHALL CONTACT THE SHA ENGINEER.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A FIVE FOOT X FIVE FOOT LEVEL LANDING AREA WITH A CROSS SLOPE NO GREATER THAN 2%.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 AND 4E.10 AND FIGURES 4E.3 AND 4E.4 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC & SAFETY.
- THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON ONLY.

WAE Williams Associates-Engineers, P.A.
777 State Route 3 N, Suite D
Gambrell, Maryland 21054
Phone: 410-729-1004
Facsimile: 410-729-1009

| APPROVALS | REVISIONS |
|------------------|-------------------------------------------------------|
| TEAM LEADER | ① UPGRADE EXISTING PEDESTRIAN SIGNALS TO APS ADA RAMP |
| ASST. DIV. CHIEF | XY15151818 JMS L803 APRIL-2013 |
| DIVISION CHIEF | WAE 11/1/13 RJB/MLP/CSW |
| OFFICE DIRECTOR | A. INSTALL COUNTDOWN PEDS ACROSS MD 119 |
| | 32805 SHA#A71785185 |

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION MD 119 (GREAT SENECA HIGHWAY) AND QUEENSTOWN LANE/COTTAGE GARDEN DRIVE GERMANTOWN, MARYLAND | |
| TRAFFIC SIGNAL PLAN | |
| SCALE 1" = 20' ADVERTISED DATE 2-7-02 CONTRACT NO. XX1065285 | |
| DESIGNED BY R R ZACHERL | COUNTY MONTGOMERY |
| DRAWN BY WJ NIES | LOGMILE 15011906.11 |
| CHECKED BY | TIMS NO. G766 |
| F.A.P. NO. | TOD NO. |
| TS NO. 4164 B | DRAWING SG-1 OF 3 SHEET NO. 1 OF 3 |

PLOTTED: Thursday, May 02, 2013 AT 10:42 AM
FILE: \\Server02\wae files\01_Project\01_TEDD-SA\01_Task Work\01_0109_Task09 - MD119-2th\01_010902_Analysis\MD 119 at Cottage Garden\CADD\SG-P001_MD119_Cottage_Garden.dgn